

§ 111.75-1

a control interlock or indicator circuit from the load side of a motor and controller disconnect device and the voltage of the control, interlock, or indicator circuit is more than 24 volts, there must be one of the following alternative methods of switching:

(1) Each conductor of a control, interlock, or indicator circuit must be disconnected from all sources of potential by a disconnect device independent of the motor and controller disconnect device. The two independent devices must be adjacent to each other, and a fixed sign, warning the operator to open both devices to disconnect completely the motor and controller, must be on the exterior of the door of the main disconnect device.

(2) Each conductor of a control, interlock, or indicator circuit must be disconnected from all sources of power by a disconnect device actuated by the opening of the controller door, or the power must first be disconnected to allow opening of the door. The disconnect device and its connections, including each terminal block for terminating the vessel's wiring, must have no electrically uninsulated or unshielded surface. When this type of disconnect device is used for vital auxiliary circuits, a nameplate must be affixed to the vital auxiliary motor controller door that warns that opening the door will trip a vital auxiliary off-line.

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28282, June 4, 1996; 62 FR 23909, May 1, 1997]

Subpart 111.75—Lighting Circuits and Protection

§ 111.75-1 Lighting feeders.

(a) *Passenger vessels.* On a passenger vessel with fire bulkheads forming main vertical and horizontal fire zones, the lighting distribution system, including low location egress lighting where installed, must be arranged so that, to the maximum extent possible, a fire in any main vertical and horizontal fire zone does not interfere with the lighting in any other fire zone. This requirement is met if main and emergency feeders passing through any zone are separated both vertically and horizontally as widely as practicable.

46 CFR Ch. I (10-1-11 Edition)

(b) *Machinery spaces.* Lighting for engine rooms, boiler rooms, and auxiliary machinery spaces must be supplied from two or more feeders. One of these feeders must be a ship's service feeder.

NOTE: Special requirements for emergency lighting, feeders, and branch circuits are in subpart 112.43 of this chapter.

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28282, June 4, 1996; 61 FR 33045, June 26, 1996]

§ 111.75-5 Lighting branch circuits.

(a) *Loads.* A lighting distribution panel must not supply branch circuits rated at over 30 amperes.

(b) *Connected Load.* The connected loads on a lighting branch circuit must not be more than 80 percent of the rating of the overcurrent protective device, computed on the basis of the fixture ratings and in accordance with IEEE 45-2002 (incorporated by reference; see 46 CFR 110.10-1), section 5.4.2.

(c) *Lighting fixtures on lighting circuits.* Each lighting fixture must be on a lighting branch circuit.

(d) *Overcurrent protection.* Each lighting branch circuit must be protected by an overcurrent device rated at 20 amperes or less, except as allowed under paragraph (e) of this section.

(e) *25 or 30 ampere lighting branch circuits.* Lighting branch circuits rated at 25 and 30 amperes supplying only fixed nonswitched lighting fixtures for cargo hold or deck lighting having only lampholders of the mogul type, or other lampholding devices required for lamps of more than 300 watts, may be supplied by a 30 ampere branch circuit wired with at least No. 10 AWG (5.3 mm²) conductors if each fixture wire used in wiring each lighting fixture is No. 12 AWG (3.3 mm²) or larger.

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28282, June 4, 1996; 62 FR 23909, May 1, 1997; USCG-2003-16630, 73 FR 65199, Oct. 31, 2008]

§ 111.75-15 Lighting requirements.

(a) *Lights in passageways, public spaces, and berthing compartments.* The supply to lights in each passageway, public space, or berthing compartment accommodating more than 25 persons must be divided between two or more